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Electric Bond and Share Company

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has become a General Partner
in our firm

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Week's Stock Transactions

Continued from page ten

High	Low	1922	Net	High	Low	1922	Net
100 1/2	100	Jan 1	100 1/2	100 1/2	100	Jan 1	100 1/2
100 1/2	100	Jan 2	100 1/2	100 1/2	100	Jan 2	100 1/2
100 1/2	100	Jan 3	100 1/2	100 1/2	100	Jan 3	100 1/2
100 1/2	100	Jan 4	100 1/2	100 1/2	100	Jan 4	100 1/2
100 1/2	100	Jan 5	100 1/2	100 1/2	100	Jan 5	100 1/2
100 1/2	100	Jan 6	100 1/2	100 1/2	100	Jan 6	100 1/2
100 1/2	100	Jan 7	100 1/2	100 1/2	100	Jan 7	100 1/2
100 1/2	100	Jan 8	100 1/2	100 1/2	100	Jan 8	100 1/2
100 1/2	100	Jan 9	100 1/2	100 1/2	100	Jan 9	100 1/2
100 1/2	100	Jan 10	100 1/2	100 1/2	100	Jan 10	100 1/2
100 1/2	100	Jan 11	100 1/2	100 1/2	100	Jan 11	100 1/2
100 1/2	100	Jan 12	100 1/2	100 1/2	100	Jan 12	100 1/2
100 1/2	100	Jan 13	100 1/2	100 1/2	100	Jan 13	100 1/2
100 1/2	100	Jan 14	100 1/2	100 1/2	100	Jan 14	100 1/2
100 1/2	100	Jan 15	100 1/2	100 1/2	100	Jan 15	100 1/2
100 1/2	100	Jan 16	100 1/2	100 1/2	100	Jan 16	100 1/2
100 1/2	100	Jan 17	100 1/2	100 1/2	100	Jan 17	100 1/2
100 1/2	100	Jan 18	100 1/2	100 1/2	100	Jan 18	100 1/2
100 1/2	100	Jan 19	100 1/2	100 1/2	100	Jan 19	100 1/2
100 1/2	100	Jan 20	100 1/2	100 1/2	100	Jan 20	100 1/2
100 1/2	100	Jan 21	100 1/2	100 1/2	100	Jan 21	100 1/2
100 1/2	100	Jan 22	100 1/2	100 1/2	100	Jan 22	100 1/2
100 1/2	100	Jan 23	100 1/2	100 1/2	100	Jan 23	100 1/2
100 1/2	100	Jan 24	100 1/2	100 1/2	100	Jan 24	100 1/2
100 1/2	100	Jan 25	100 1/2	100 1/2	100	Jan 25	100 1/2
100 1/2	100	Jan 26	100 1/2	100 1/2	100	Jan 26	100 1/2
100 1/2	100	Jan 27	100 1/2	100 1/2	100	Jan 27	100 1/2
100 1/2	100	Jan 28	100 1/2	100 1/2	100	Jan 28	100 1/2
100 1/2	100	Jan 29	100 1/2	100 1/2	100	Jan 29	100 1/2
100 1/2	100	Jan 30	100 1/2	100 1/2	100	Jan 30	100 1/2
100 1/2	100	Jan 31	100 1/2	100 1/2	100	Jan 31	100 1/2

The Balance Sheet vs. Plant Inspection

Questions of general interest to investors will be answered in this column, in which case only initials will be used. Others will be answered by mail. Address all inquiries, including a stamped, addressed envelope, to Financial Editor, The Tribune, 155 Nassau Street New York City.

Sweets Earnings Small

Question—I have been an interested reader of your investors' information column for a long time and am now taking this opportunity of asking you for your opinion concerning the Sweets Company of America as an investment proposition. I have been advised by a friend that the company is selling for about \$100 per share and common stock (without par value) at \$10 per share. Any advice you may give me will be highly appreciated.—P. S.

Answer—The Sweets Company of America, Inc., was incorporated in 1919 and is engaged in the business of manufacturing and selling wholesale and retail of confectionery, novelties and candy drops. The capital stock of the company consists of 450,000 shares of \$10 par value and mortgages on New York real estate carried by the company amount to \$116,000. Income account for 1921 shows net profits of \$16,386, or 36 cents a share. We are unable to see anything in the report that gives the stock of this company the semblance of an investment.

Franklin Stock Offering

Question—Will you kindly give me your opinion, as an investor, on the H. H. Franklin Manufacturing Company of Syracuse, N. Y., 7 per cent cumulative sinking fund preferred stock at \$100 per share and common stock (without par value) at \$10 per share. Any advice you may give me will be highly appreciated.—P. S.

Answer—H. H. Franklin Manufacturing Company's stock has been discussed several times in these columns since the offering several months ago of additional stock, but judging from the frequency of inquiries from upstate readers sales are again being pushed, and it may be well for the benefit of those who missed previous discussions to mention these stocks again. The company is one of the old, established manufacturers of motor cars. Before the present offering of \$3,000,000 of preferred and 40,000 shares of common there were outstanding \$5,047,800 preferred and 284,550 shares of common. If the common stock outstanding a large part was held by officers, directors and others associated with the company. The raising of additional capital is for the purpose of placing on the market a new model at a moderate price to compete with manufacturers of \$1,000 cars. From an investment viewpoint the preferred takes precedence over the common in that it has greater safety of principal, but there are reliable features of the stock which make it an investment. Dividends on the preferred are cumulative at the rate of 7 per cent annually. Two previous issues of preferred have been retired at 110 and the company in time will in all probability retire the present issue. The common has paid an average of \$13.14 on each share of \$100 par value in addition to stock dividends aggregating 502 per cent in the last twenty years. For persons in a position to assume the risks involved the stocks should be suitable, greater security attaching to the preferred and greater possibilities of a speculative nature attaching to the common. The company endeavors to provide a market for purchasers of its stock who have occasion to dispose of their holdings and are unable to find buyers. The stock is listed on any exchange, but is traded in the open market in New York.

Some Replacements Suggested

Question—Will you please suggest for me the following list of securities as to diversification, safety and marketability: 1. \$100 Pacific Gas and Electric of California; 2. \$100 Northern Pacific; 3. \$100 Southern Railway; 4. \$100 Southern Railway; 5. \$100 Southern Railway; 6. \$100 Southern Railway; 7. \$100 Southern Railway; 8. \$100 Southern Railway; 9. \$100 Southern Railway; 10. \$100 Southern Railway; 11. \$100 Southern Railway; 12. \$100 Southern Railway; 13. \$100 Southern Railway; 14. \$100 Southern Railway; 15. \$100 Southern Railway; 16. \$100 Southern Railway; 17. \$100 Southern Railway; 18. \$100 Southern Railway; 19. \$100 Southern Railway; 20. \$100 Southern Railway; 21. \$100 Southern Railway; 22. \$100 Southern Railway; 23. \$100 Southern Railway; 24. \$100 Southern Railway; 25. \$100 Southern Railway; 26. \$100 Southern Railway; 27. \$100 Southern Railway; 28. \$100 Southern Railway; 29. \$100 Southern Railway; 30. \$100 Southern Railway; 31. \$100 Southern Railway; 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